(e) and (f). No special category has been created for allotment of STD/PCO booths to women applicants.

STATEMENT

STD/PCO allotted to Women

Name of SSA	1993-94	1994-95	1995-96
1	2	3	4
Jalgaon	29	NIL	8
Nagpur T/D	9	26	65
Nagpur (Vidharbha Area)	28	76	88
Nasik	54	90	39
Kolhapur T/D	24	38	45
Kolhapur (South Maharashtra Area)	91	162	152
Kalyan	60	25	45
Pune	69	274	127
Raigarh	47	62	31
Nanded	42	79	91
Goa	22	31	29
Mumbai (MTNL)	87	264	306

Air Crashes

1964. SHRI RATILAL VERMA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the incidents of air crashes that have occurred in the country during the last three years and the current year, so far;

(b) the reasons for these air crashes;

(c) the loss of life and property suffered in each air crash; and

(d) the steps taken to check such crashes?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (d). Brief details of the major incidents of air crashes during the period from 1994 to 1996 (till date) along with fatalities, losses and causes are given in statement.

STATEMENT

Sl. No.	Date	Place	Aircraft	Operator	Fatalities	Damage to aircraft	Details/probable cause of accident
1	2	3	4	5	6	7	8
1.	8.3.94	Delhi	B-737	Sahara India	9	Destroyed	The accident occurred due to application of wrong rudder by trainee pilot during engine failure exercise.
2.	9.6.94	M[illegible]talai	Maule	Aparna Aviation	2	Substantial	The accident occurred when the pilot abandoned approach as the aircraft was lower than the level of airstrip and away from its centre line and initiated left turn to avoid high terrain.
3.	9.7.94	Near Kulu	B-200	Punjab Government	13	Destroyed	The accident was caused due to serious error on the part of the flight crew by not strictly adhering to the VFR condition for flight to Bhuntar airfield.
4.	25.8.94	Mandrail Dist. Swai	Piper Seneca	Ministry of Environment and Forest	4	Destroyed	The aircraft disintegrated in flight as a result of excessive loading possibly due to pilot's control inputs while negotiating bad weather.

1	2	3	4	5	6	7	8
5.	2.12.95	Delhi	B-737	Indian Airlines	Nil	Substantial	The accident was caused by the combined effect of decision of Pilot-in-Command to hastily complete the flight, his failure to decelerate the aircraft in time and to carry out a mixed approach and his omission to arm the speed brake before landing.
6.	11.7.96	Near Kulu	L-410	Archana Airways	9	Destroyed	The investigation report submitted by the Court of Inquiry is under examination by the Government.
9.	12.11.96	Charkhi Dadri	B-747 IL-76	Saudi Arabian and Kazakhstan Airlines	349	Both Aircraft Destroyed	The accident is under investigation.

[English]

Foreign Companies in Mining Sector

1965. SHRI PRADIP BHATTACHARYA :
SHRI P.R. DASMUNSI :

Will the Minister of MINES be pleased to state :

(a) the mines under the jurisdiction of the Government have been leased out to Indian private parties during the last three years;

(b) the terms and conditions thereof;

(c) whether any study has been made by the Government regarding the financial advantage of leasing out those mines including the interests of the workers;

(d) if so, the details thereof; and

(e) if not, the loss incurred by the Government in this regard?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (e). Mining rights are granted by the concerned State Governments in accordance with the provisions of the Mines and Minerals (Regulation and Development) Act, 1957 and the rules made thereunder. Mining activity in the country has historically been undertaken both by public sector as well as private sector companies. At the end of year 1994-95, of the total 3083 (provisional) mines reporting production and given for non-atomic and non-fuel minerals and other than minor minerals, 316 were in the public sector. As per Mines and Minerals (Regulation and Development) Act, 1957 mining rights can be given only to an Indian National or a company defined in sub-section (1) of Section (3) of the Companies Act, 1956. Provided that in respect of any mineral specified in the First Schedule, no prospecting licences or mining lease shall be granted except with the previous approval of the Central Government. Apart from the normal benefits like employment and revenue generation of any economic activity, mining activity also involves payment of royalty and related charges to the concerned State Governments.

Passenger Amenities in Long Distance Trains

1966. SHRIMATI VASUNDHARA RAJE : Will the Minister of RAILWAYS be pleased to state :

(a) whether efforts are being made to provide better passenger amenities in the long distance trains;

(b) if so, the details thereof;

(c) whether such facilities particularly drinking water, electricity and clean toilets are mostly absent in the sleeper class in several trains; and

(d) if so, the steps taken by the government to expand such facilities to sleeper class for the benefit of common passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Yes, Sir. Railway continues their endeavour to improve the condition of passenger amenities. Travelling safaiwalas have been provided on long distance trains besides providing jet cleaning apparatus for cleaning of toilets enroute. All the trains are being given a thorough check before commencement of the journey to ensure cleanliness and availability of passenger amenity items in working order.

(c) and (d). Every endeavour is made by the Railways to ensure availability of electricity and clean toilets in all the coaches including sleeper class. In the second class coaches generally, as there is continuous ingress and egress of the passengers, it is not practicable to maintain separate supply of drinking water